

DATE

1559Z 10 DEC 62

TOP SECRET

TOP SECRET

1	2	3	4
2	3	4	5
3	4	5	6

TO : DIRECTOR

FROM : [ ] 25X1A

ACTION: OSA (1-2-3-4-5-6-7-8-9-10-11-12-13-14-15)

INFO : S/C (16)

TOR: 1652Z 10 DEC 62

OPERATIONAL IMMEDIATE

IN 58737

25X1A

TO

[ ]

INFO

25X1A

CT

[ ]

0206

25X1A

FOR COL LEDFORD FROM [ ]

1. MSN 3203 WAS EXECUTED ACCORDING TO PLAN WITH ALL TAKE-OFFS ON TIME AND SORTIES FLOWN AS BRIEFED. THE WEATHER IN THE AREA OF INTEREST WAS VERY CLOSE TO PREDICTED WITH REGARD TO CLOUD COVER BUT THE WIND INFO WAS INACCURATE AND ESTIMATE FORECAST FORECAST VELOCITIES AT LEAST 30K HIGH. THIS PRESENTED NO SERIOUS PROBLEM EXCEPT FOR TIME GAINED AND LOST IN THIS AREA AND SLIGHT DRIFT FROM TRACK AT ONE POINT WHILE ABOVE OVERCAST.

2. MINOR UHF RECEPTION PROBLEMS WERE ENCOUNTERED BETWEEN TANKER AND RECEIVER DURING RENDEZVOUS AS IF FREQ WAS BEING JAMMED, HOWEVER, BELIEVE IF THIS WAS THE CASE IT WAS ACCIDENTAL. AT ANY RATE FREQ WILL BE CHANGED FOR THE NEXT SORTIE. IN SPITE OF THIS SMALL PROBLEM THIS WAS ONE OF THE FASTEST HOOK-UPS AND FUEL TRANSFERS ACCOMPLISHED TO DATE. TOTAL TIME FROM POINT AIRCRAFT WERE SIDE BY SIDE IN RENDEZVOUS TO START CLIMB BY ARTICLE AFTER REFUELING WAS APPROX 5 MIN. A VERY PROFESSIONAL JOB BY BOTH TANKER AND RECEIVER

TOP SECRET

TOP SECRET

GROUP 1  
Excluded from automatic  
downgrading and  
declassification

T O P S E C R E T

25X1A

[ ] 0206 (IN 58737)

PAGE TWO

TEAM WITH REFUELING COMPLETE APPROX 15 NM PRIOR TO REACHING

[ ] 25X6

25X1A

25X1A 3. AM VIEWING THE [ ] TAKE WITH THE PI AT THIS TIME AND IT  
LOOKS GOOD. ALTHOUGH PI WORK NOT COMPLETED WE BELIEVE COVERAGE  
PRETTY ACCURATELY REFLECTED IN [ ] AT THIS POINT CONSIDER  
IT A GOOD MISSION WITH GOOD COVERAGE EXCEPT FOR AREAS FORECAST  
WITH CLOUD COVER AND POSSIBLY WEATHER SLIGHTLY BETTER THAN BRIEFED.

25X1A 4. AM CONCERNED ABOUT THE FUEL PRESSURE PROBLEM DISCUSSED  
25X1A IN DETAIL IN [ ] 0205. BELIEVE THE SOLUTION IS VERY SIMPLE  
AND [ ] MAINT SUPERVISOR THINKS THAT REMOVAL OF  
THE 200 MESH SCREEN WILL ELIMINATE THE DIFFICULTY WITHOUT DANGER OF  
OTHER INDUCED PROBLEMS FROM THIS ACTION. WOULD APPRECIATE YOUR  
ASSISTANCE IN THIS MATTER.

5. WE ARE IN GOOD SHAPE AND WILL BE READY TO GO AGAIN EARLY  
MORNING OF 12 DEC PROVIDED EVERYONE IS IN AGREEMENT ON REMOVAL OF  
200 MESH SCREEN. OTHERWISE RECOMMEND NO FURTHER FLIGHTS BE MADE UNTIL  
ADEQUATE SOLUTION HAS BEEN REACHED.

END OF MESSAGE

S E C R E T